

TWO DISTRICT BOYS ARMEN FOR ITALY

Two Washington men are among the forty-eight officers of the American Aviation Corps who served in Italy and are entitled to wear the official Italian foreign service ribbon, according to a report submitted to the War Department by the Italian war minister.

They are: First Lieut. Horace L.

Stevenson, of 137 U street northwest, and Second Lieut. Herman Schmidt, of 2813 North Capitol street.

Both of these men were bombing pilots and were about to go on active duty at the front when the armistice was signed. They received most of their training in Italy and were both commissioned overseas. Each in twenty-two years of age and enlisted at the declaration of war. They received their ground training at Princeton University and embarked for France fourteen months ago. They are both now back in the United States. Both are Central High School graduates.

Lieut. Stevenson was attending the Colgate University at the outbreak of war. He spent most of his time in Italy while overseas. He was specially cited for extraordinary coolness,

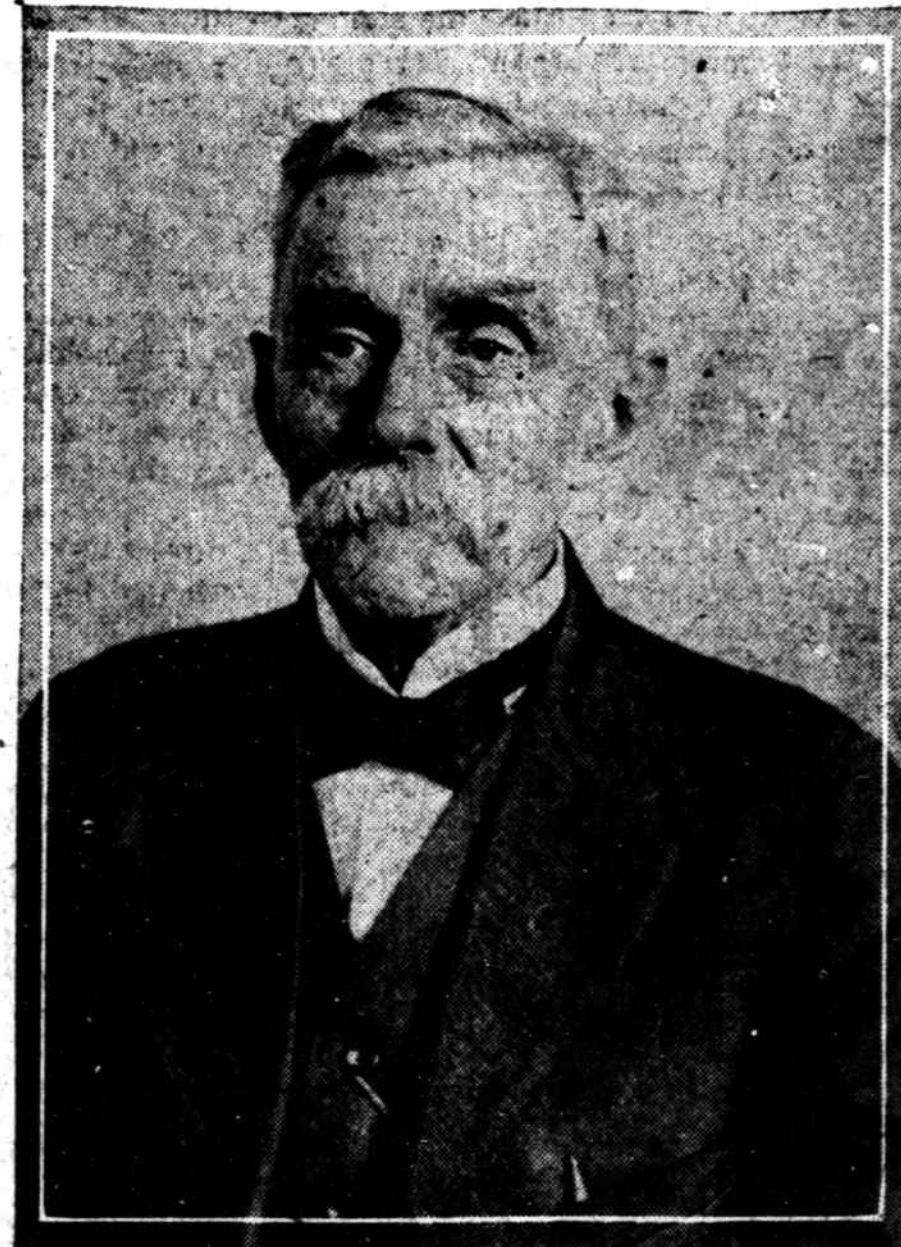
bravery, and judgment when a plane in which he was flying caught fire while above the clouds and he brought it to the ground safely. Stevenson was one of the few American pilots who manned a Caproni plane.

Lieutenant Schmidt was under the command of Congressman Major La Guardia while in Italy. He praised Major La Guardia for his judgment with the American air forces in Italy. "Not too much can be said for La Guardia," he said today.

NAME AMPUTATION CENTERS.

Orders were issued today by the War Department to concentrate amputation cases in general hospitals in Colonia, N. J.; Fort McPherson, Ga.; Boston, Port Des Moines, Iowa; Fort Snelling, Minn.; Washington, D. C., and San Francisco.

WHO IS THE OLDEST WORKER FOR UNCLE SAM?—No. 8



RICHARD S. LAWRENSON.

Seventy-five years old, of 109½ K street northwest, who has been serving Uncle Sam for fifty-six years. He began his Government career in the Washington City Postoffice in 1863 at a salary of \$1,400 a year. Today he is a clerk in the office of the Second Assistant Postmaster General at the same salary.

Four years after he began his work in the City Postoffice, Mr. Lawrenson received his transfer to the Postoffice Department. Mr. Lawrenson, when about five years old, saw the inaugural parade for Zachary Taylor from the window of the Postoffice Department.

Editor's note: Why doesn't Congress get some action toward the pensioning of old Government employees? An adequate pension bill is an absolute necessity from the standpoint of both the worker and the Government. Further delay is unnecessary and is dangerous to the interests of all concerned.

board will be, it is stated, that the industry should pay sufficient wages to furnish cost of living; that it is not incumbent upon the parents, or relatives, of girls with whom they may be living to bear part of the cost. The girl must allow her parents or others a fair proportion of her income, and the industry must support the worker rather than that somebody else should subsidize the industry by nominal charges for board and lodging.

To Start With Printing.

The first investigations will be in the printing and publishing business, not including newspapers, by which comparatively few women are employed.

The law provides that conferences shall be called as to minimum wages in each particular business, or industry. Each conference is to be composed of three representatives of employers, three of employees and three of the public. The conference will report its findings to the board, which then will hold hearings. It is within the power of the board, prior to the findings, to approve or disapprove them, institute new conferences or act as it sees fit. After the final hearings the board fixes the minimum wage that must be paid.

May Fix \$15 a Week.

As a basis to its findings the board will first review the conclusions of its investigators as to the cost of living and agree upon wages that are adequate to maintain a worker.

It may not agree that \$200 a year is now the average amount that a woman should have for her clothing. For this amount a woman may have one coat suit every alternate year, six shirtwaists, one dress waist, a one-piece dress, two summer skirts, one party dress every alternate year, three hats, three pairs of shoes, two or three pairs of gloves, five to ten pairs of stockings, underwear, and necessary miscellaneous articles.

In view of the reports already made the opinion today was that the findings will be that at least \$15 a week is now required for any woman worker, and it may exceed that.

Conferences will be instituted next upon minimum wages in retail stores, with laundries and other lines of business following. Half a dozen conferences may be going on at the same time, without interfering. It takes some time to get the representatives of the different industries and of their employees to select their representatives.

There are eleven States in the United States having minimum wage laws. Massachusetts is the only State in the East.

Investigate

You didn't buy the first automobile offered, but investigated, and chose the one that in your judgment looked best for the money. Let it be the same way with the insurance on it. And that is the very next thing you should attend to.

There are all sorts of rates for all classes of protection; most of them high rates, because of the extra hazardous risks taken. You don't want to pay for the damages resulting from them—so we seek to insure only privately owned cars—and therefore can write them at materially lower rates.

But cost isn't the most important thing. Protection all the way through is. The company we represent is financially sound—and you don't have to deal with an adjuster in case of damage. We settle the claim right here—and right away.

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- 1918 Packard** 8-25 Touring: hand condition; equal to new; splendidly equipped.
- 1918 Willys-Knight** Touring: tin wire wheels; extra wheel and tire; at a sacrifice.
- 1918 Buick** 8-44 Roadster: mechanical; fully A-1; tires like new; house and spot-light.
- 1918 Chandler** 8-44: 4-pass.; also 1917 and '16 Touring Cars and Sedans at tempting prices.
- 1918 Nash** Roadster: new; run only 3,000 miles.
- 1918 Oldsmobile** Touring: 7-3; three months.
- 1918 Studebaker** 8-44 Roadster: new; run only 2,000 miles; lot of extras; a snap.
- 1918 Maxwell** 8-44 and 8-44: splendid tires; 2 extras; beautifully upholstered.
- 1917 Hudson** Sedan: 8-44; A-1 condition; also 1917 and '16 Touring Cars with wire wheels, at low prices.
- 1918-17-16 Fords** 8-44 and 8-44: Cars; large selection; at low prices.
- 1918 Buick** 8-44 Touring: run 2,000 miles; A-1; shows no wear whatever. A snap.
- 1918 Hudson** Roadster: 4-pass.; very clean; extra tires; bumper and spot-light.
- 1918 Chevrolet** 8-44: 4-pass.; equal to new; used only a short while.
- 1918 Overland** 4 Roadster: also 4-pass.; both cars equal to new; fully equipped and guaranteed.
- 1917 Haynes** Touring: 6-44; tip-top condition; splendid Hill climber; at a sacrifice.
- 1917 Oakland** 6 Touring: very small tires; splendid equipment.
- 1917 Cole** 8 Touring: 7-pass.; divided front seats; wire wheels.
- 1917 Mitchell** Roadster: 3-pass.; tip-top condition; shows no wear. A snap.
- 1917 Saxon** 6 Roadster: a 4-4; inexpensive to operate; small; your choice.
- 1917 Biddle** 4-pass.: 4-4; light weight; small tires; wire wheels.
- 1917 Oakland** 6 Roadster: A-1 condition; also 1917 touring car; tip-top shape.
- 1917 Regal** Touring: excellent condition; used only a short time.
- 1918-17-16 Buicks** Touring cars, 4- and 6-cyl. models; largest selection in city; fully equipped and guaranteed. At low prices.
- 1918 Reo** 6-cyl. Touring: run 2,100 miles; excellent condition; splendid equipment; 2 extra tires. A bargain.
- 1918-17-16 Chandlers** Touring cars and 4-pass. Chummy Sedans. Coupelet and 1-pass. Touring cars.
- 1918-17-16 Chevrolet** Touring Roadsters, 4- and 6-cyl. models; fully equipped and guaranteed, ranging from \$350 to \$700.
- 1918-17-16 Overland** Roadsters and Touring Cars, 4- and 6-cyl. models; 2-4-6-8-10 passenger; fully equipped. As low as \$350.
- 1918-17-16 Maxwells** Touring cars and 4-pass. models; fully equipped and guaranteed, ranging from \$350 to \$700.
- 1918-17-16 Studebakers** Roadsters and Touring cars, 4- and 6-cyl. models; large variety. Low prices.
- 1917 Chalmers** Roadster, 6-cyl. Small tires; mechanically perfect. Extra tires.
- 1917 Grant** Roadster, 6-cyl.: very economical; tip-top condition. \$475.

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Washington Railway and Electric Company Notice to the Public

On and after tomorrow, Sunday, January 26, 1919, the prepayment method of fare collection and registration will be effective on all cars in service.

The front door will be used for exit purposes only. Conductor will remain on the rear platform collecting and registering fares as passengers board car.

In order to prevent congestion on the front platforms of cars and to permit the conductor to properly collect and register fares the public are respectfully requested to board cars at the rear, permitting the front to be used exclusively by those desiring to alight. The co-operation of the public in this respect will insure a greater degree of safety to those boarding and alighting and will avoid the annoyance occasioned by conductor passing back and forth through the aisle of the car.

Passengers will kindly assist the conductor by promptly moving toward the front as they enter the car.



Fare Boxes on the "Columbia," or H Street, Line

Beginning on the same date all former pay-as-you-enter cars on the Columbia, or H Street, line will be equipped with fare boxes. Kindly assist the conductor by having the exact fare ready and deposit same in the fare box.

Conductors will give passengers requiring it, the exact change for any amount up to \$2.00. Where change is desired, the ENTIRE amount will be returned to the passenger, who is requested to then deposit the proper fare in the box. Fares for two persons may be paid by a dime deposited in the box, but if it is desired to pay only one fare, the dime should be handed to the conductor and change received from him. We fully appreciate the spirit of co-operation and believe that these changes will work for the general good of the service as well as the personal comfort of our patrons.

Respectfully Submitted,

WASHINGTON RAILWAY AND ELECTRIC CO.

BOARD TO GIVE D. C. WOMEN MORE PAY

(Continued from First Page.)

tives of the board to declare that \$9 a week is the least a woman can obtain these for. This gives her a room and two meals per day. To this must be added about \$1.50 a week for luncheon, or a total of \$10.50 per week.

The next phase was the cost of clothing. The investigators find that the average necessary for reasonable maintenance is about \$200 a year or \$3.50 a week, making a total of \$14.35 for board, three meals and clothing.

The last item of the cost of living is that of sundry expenses, which include laundry, car fares, amusements, insurance and organization dues, oculist, dentist and doctor bills and a little for vacation.

The average for each week has not been determined upon, but will run close to another \$3 a week, making a total of all items of expenditure about \$17.35 per week. Nothing is allowed for savings.

The wages for girls in many industries in Washington are as low as \$8 per week and even less.

The data now being gathered does not apply to any particular industry, but as all girls must eat and dress the figures will be about the same regardless of the occupation, it was stated today.

One policy to be laid down by the

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REALIZE YOUR LONGING FOR A HOME

Do you own that "dearest spot on earth" or does it belong to some other man and you simply buy from him the privilege of living there? The word HOME takes on a bigger and fuller meaning when you own that home.

It is ten times easier to buy a home now than it was comparatively a few years ago. After the first payment is made the balance is as easy to meet as paying rent, only at the end of a certain number of years the purchaser will have a home of his own free from debt, instead of a bunch of rent receipts that stand for nothing except a record of the amount of money paid into some other man's pocket. Every day in the Classified columns is advertised the kind of a home you have been longing for. Turn back NOW and read about these homes that are being offered by the most reliable dealers.

Read the Want Ads in

The Washington Times